

Aviation News

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NOVEMBER 8, 1943 50 CENTS



The 70-Ton Martin "Mars" Climbs with Two Engines Dead: *World's largest successful flying boat last week exceeded Navy tests after bettering four official and seven unofficial records, taking off with gross load of 141,000-lbs., and pulling out of a 13,000-ft. power dive with accelerometer showing over 3 G's. She is equipped with four Wright Cyclones of more than 2,000 hp each, and can carry 15 tons of cargo.*

Lea Bill Faces Further Delays

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Where to use TIMKEN BEARINGS in Helicopters

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rocker arms...
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THE AVIATION NEWS

Washington Observer

KAISER-HUGHES PROJECT—Some WPB and Army procurement circles are beginning to ask whether it is advisable to continue construction of the three giant cargo airplanes by the Howard Hughes-Henry Kaiser combine. The question has been raised as to whether man and material should be devoted to these experimental airplanes at a time when there are badly needed for aircraft already developed, tested and proven. There are no indications of definite action to cancel yet, but there has been some talk about it. Both Kaiser and Hughes have been in town recently. Both are men on the subject.

RECONVERSION—A poll conducted by the National Planning Association disclosed that public feeling on the question of the disposition of government-owned plant facilities now being operated by private industry is almost 26 percent in favor of selling them to the companies which now operate them. Sharp differences were indicated on disposal if private companies do not want the facilities. With politics in the air even at this stage, it is interesting to note that more Republicans and more people in high-income brackets preferred to sell to the highest bidder while more Democrats and more people in lower income groups favored government retention of the plants.

GLIDERS AND THE NAVY—The Navy isn't likely to take up troop glider training again. Months ago it abandoned the Martin Corp's troop glider project and ceased all activity. Borneo for less of enthusiasm was the decision by air officers that as far as the Navy's program was concerned, gliders would do little that powered planes couldn't do. Furthermore, it was felt that by the time a sizable fleet of troop gliders could be built, the situation in the Pacific would not call for such operations. It's possible that some glider delivery of supplies to bases may be undertaken, however.

YOU CAN PRINT THAT—The Army Air Forces is planning a compilation of all releasable data on its aircraft which will be distributed to the industry and the press emphasizing just what can be said about various airplanes included will be a chronological report on all official statements pertaining to aircraft. The compilation was said to be prepared partly by talk about super-bombers and reports on other aircraft not yet in combat. The compilation

should make it easier for both industry and press.

DIVORCE FOR ATC?—There are reports going the rounds again that the Air Transport Command may get a divorce from the Army Air Forces. Almost a year ago an effort was made by non-air officers to get the ATC away from the AAF with the contention that it was a transportation unit and should be under the Transportation Corps of the Army. That didn't work. If the new move "takes," the first indication would be establishment of ATC central headquarters outside Washington and establishment of field offices in various sections, with a gradual parting from AAF headquarters.

BLIMP'S FUTURE—The large fleet of blimps being built up by the Navy may be turned over to the Coast Guard after the war. The Coast Guard is understood to be considering use of



blimps for routine coastal patrol and rescue missions when their stint of anti-submarine is over.

DIRIGIBLES ARE OUT—Navy officials see no likelihood whatever that dirigibles will be used in this war. The strongest argument is for their application as aircraft carriers. But the long period which would be required to design and build them, the numbers of workers and engineers who would have to be diverted from aircraft plants, and vulnerability of the big ships all make them a dead issue. For these reasons, you needn't attach any special significance to reports of their use.

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Aviation News

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NOVEMBER 2, 1943

Controversial Lea Bill Expected To Meet Further Delay in House

Measure watched by air industry with an inch of breath may not get through Congress before 1944 elections, say some observers.

By MERLIN NICKEL

It may be a long range prediction, but it appears now that the Lea Bill (H. R. 3428), eyed by the aviation industry with an inch of breath, probably will not find its way through Congress before the first half of next year if, in fact, before the 1944 elections.

With many interested members of the House away from Washington, there is no likelihood now that the measure will reach the floor before the week of Nov. 15, although Chairman Naboth, New York, of the Rules Committee does say it probably will be given an open rule the week of Nov. 4.

Assessment—Parliamentary considerations enter the picture, moreover, and House leaders are discussing whether the proposed legislation to amend the 1938 Civil Aeronautics Act should come ahead of that to extend the life of the Connally-Costello Corporation, another hotly contested issue.

Considering the possibility that the latter may be given precedence, and that Congress is usually well recessed for the year-end holidays, it was even that the Lea measure, despite its approval by the House Interstate and Foreign Commerce Committee after months of deliberation, may not even see House action before the first of the year.

Flexible Year—Then, in the course of things, it will go to the Senate, where the fight will be renewed. Expedience will be doubly handicapped by the fact that next year is an appropriation year in Congress, and on top of that is an election year.

Representatives of the airlines complained that delay was part of the strategy of the railroads, who favor relaxation of the law to per-

mit garbage carriers to enter air competition.

Assail Bill Tactics—"If the railroads can't kill the bill in committee," said one spokesman for the airlines, "they want to stall it off as long as possible." The air transport industry is confident the bill will pass, although as time goes on it appears that the margin of victory may be decreasing.

Major Floor Fight on the legislation is expected to center around the question of state's rights, always a pet issue in Congress. It is not, however, the only point for debate in the pending measure.

Major Difference—There is the need for Congressional expression on the question whether surface

competition should be permitted in air competition. A major difference is bound to revolve about whether the Civil Aeronautics Board shall be separated from the Commerce Department. The first of these issues is embodied in a separate bill (H. R. 3431) by Rep. Brlawski, North Carolina, on which the committee has not yet held hearings. Divorce of the CAB from the Commerce Department is proposed in the Lea Bill.

Supporters of the measure by Chairman Lea, California, will have to contend with legislation introduced by Rep. B Carroll Reece, Tennessee. Supported by a majority report, this bill (H. R. 3491) was due to be offered as a substitute to the Lea measure when the latter reaches the floor.

Regulation—Where the Lea bill would extend federal regulation to all air navigation and commerce and provide against state regulation of air commerce, the Reece measure would limit federal economic regulation of air commerce to interstate and foreign commerce.

Where the Lea bill would leave

Chamber Unit Starts Lightplane Study

The recently organized Personal Aircraft Committee of the Aeronautical Chamber of Commerce has opened a study of postwar aviation problems, especially affecting manufacture and operation of aircraft in business and other personal uses as distinct from planes for military and scheduled commercial use.

Joseph T. Gearing, Jr., of General Aircraft, Chairman of the Committee, and "Cooperative effort toward fitting the personal aircraft industry's interests into the public interest is our principal objective."

"The aviation industry has demonstrated the value of a united front in war production and we are urging a united front in postwar planning," he said.

The committee later serves study groups for analyzing and planning the solution of basic problems as follows:

1. Examination of all regulations or proposed legislation as they affect private flying.
2. Airport and landing facilities.
3. Civil Aeronautics Authority's licensing program and its continuation in the future.
4. Postwar effort to train and other phases of pilot training.
5. Weather reporting as an aid to air navigation.
6. Educational aspects of postwar private flying.
7. Disposal of surplus war aircraft.
8. Air product shows and exhibitions.

The standing committee of 11 members represents more than 80 member companies throughout the United States, including manufacturers of airplanes, engines, propellers, instruments and other aircraft parts and accessories. The organization will function through the personal aircraft department of the Aeronautical Chamber, of which John R. P. Morgan is manager.

suching get the present law on relations between surface carriers and air transportation, which has been interpreted by the CAB as keeping surface operators out of the air, the Reece measure would let the CAB authorize subsidiaries of surface carriers under the Interstate Commerce Act to engage in air transportation, regardless of competition or surface carrier relationships.

► **Differences**—And where the law

bill would make the CAB an independent agency of Congress to be known as the Civil Aeronautics Commission, create a director of air safety, and place the Civil Aeronautics Administration under commission jurisdiction (instead of that of the commerce department), the Reece measure would leave the CAB and CAA under the commerce department and preserve the status quo on accident investigation.

House Naval Group May Include Other Firms in Brewster Inquiry

Justice Dept. investigates testimony by Soucek that \$65,000 pool was set up by four aircraft companies seeking revision in revenue laws to effect reduction in taxes.

Investigation by a House Naval Affairs subcommittee into the affairs of Brewster Aeronautical Corp. has produced an amazing array of witnesses with varying means and may be broadened to include other aircraft companies, if the present viewpoint of some constituent members prevails.

Justice Department, which expressed interest in testimony regarding strikes at Brewster and some phases of purchasing, is now

insuring into testimony that a \$65,000 fund was raised in 1940 by four aircraft companies seeking an amendment to the Revenue Act to lower their taxes.

► **Soucek Gives Details**—Zear Soucek, vice-president of Brewster, named Brewster, Consolidated and Vultee—then separate companies—and Curtiss Wright as members of the pool. The amendment was approved by Congress, but Senator Clyde Herring, of Iowa, now with

GPA—said he sponsored the amendment for a friend, that it was drafted by the Treasury Department and approved by the Joint Taxation Committee and was for purposes of clarification only.

On its face, the action appeared to be innocent rather than illegal, but several committee members are demanding a full investigation.

► **Kaiser Cites Gales**—This turn in the inquiry overshadowed testimony regarding Brewster's production troubles which Henry J. Kaiser says already are being cleared up. He announced that Brewster had tripled production of Corsair fighters in October. Brewster's defenders have contended that, while production has been behind Navy's schedule, Brewster was not at the bottom of the list. The answer probably lies in production efficiency reports of the War Production Board, confidential data which have a restricted circulation. There are low production ratings up to October, at least, that showed Brewster anywhere near the top.

At the same time there were indications that labor troubles, which have plagued Brewster these many weeks, were on the way to a solution with an announcement that certain provisions designed to eliminate discord between the management and the CIO United Automobile Workers have been ordered by the National War Labor Board.

► **Arbitration Machinery**—Among the steps approved was one for establishment of arbitration machinery to handle grievances. The board accepted recommendations made by Theodore Moses Shapiro for solution of various disputed issues in contract negotiations.

Convair Denial

Former presidents of the Consolidated Aircraft Corp. and Vulture Aircraft, Inc., have issued a statement denying that either corporation made contribution to a fund referred to in testimony before a House Naval Affairs Subcommittee investigating the Brewster Aircraft Corp.

Robert H. Ford was president of Consolidated at the time and Richard W. Millie, was president of Vulture. The corporations merged Mar. 15, 1941, under the name of Consolidated Vulture Aircraft Corp. and the present corporation made the denial in a telegram to Rep. Carl Vinson, chairman, Naval Affairs Committee.



AMPHIBIAN GLIDER:

The previously unpublished photograph of The Invader, (LKA-1), built by Allied Aviation Corp., Baltimore, has been cleared by the Navy. Described as the largest glider ever built of molded plywood, its glide

ratio is reported better than 13 to 1. Although it was studied by the Truman Commission, production was stepped after completion of the prototype. The Marine Corps and Navy have halted troop glider activities.

The contract covers plants at Long Island City, Newark, and Jacksonville. Mr. Shapiro characterized the relationship between the new management at Brewster and the union as excellent.

► **Cooperation**—"There is a complete absence of wariness and suspicion in the dealings between them," Shapiro said. "A strong joint desire exists to work together in peace and harmony, so that more and better airplanes can be produced at the Brewster plants."

Kaiser said Brewster plants furnished the Navy with 27 Corsairs in October as against eight in September which gave an indication of peak production performance at the plant. In addition, Kaiser said, the plants produced 30 Navy bombers, 18 of which were accepted and 12 completed and not yet tested. He said Brewster plants, which have been operating in midwestern as well as manufacturing centers, made changes ordered by the Navy in 74 bombers and added that modification work would be stopped within two months for concentration on manufacturing.

Shapiro conveyed to the board a message from company and union expressing "their joint determination not to tolerate any interference with aircraft production and to give to the country and to the armed forces the products that these plants and their workers can unquestionably produce."

Barnum Is Named Arnold's Press Aid

Newspaper publisher becomes chief of Office of Technical Information; Public Relations Staff still reports to Staff.

The job Jerome D. Barnum, newly appointed chief of the Office of Technical Information of the AAF, plans to do is that of public relations adviser to Gen. Henry H. Arnold, according to military sources.

Barnum, former publisher of the Syracuse, N. Y., Post Standard, once-time president of the American Newspaper Publishers' Association and president of the New York State Publishers' Association, was appointed by Gen. Arnold to be responsible "for the collection and dissemination of specialized information concerning the AAF and for advising the commanding general and members of his staff on matters relating to the AAF in which the public is directly or indirectly concerned." He serves as a creation.

► **Special Projects Division**—Capt. Dickson Bartwell will assist Barnum in the office which reports directly to the general through the Special Projects Division under Col. Truitt Division. In the AAF organization chart the OTI comes directly under Brewster's division. There was already an OTI, with Maj. G. M. Carr as executive officer,

which will continue to handle material out of the office of the assistant chiefs of air staff and Gen. Arnold's office.

The AAF Public Relations Branch under Col. William Westlake deals directly with the public on information matters. Westlake and the officers in his office report directly to Maj. Gen. Alexander Surles, director of Public Relations. They work on all matters dealing with the air forces for Gen. Surles.

► **Operations**—If Barnum's group formulates a plan for Public Relations, Gen. Arnold will request Gen. Surles to carry out the plan and Westlake's group will do this.

Both branch and division of the Army Service Forces has an OTI with one or two men to make plans and to answer technical questions about their particular branch for Public Relations. However, in the air force the only other OTI is in engine, maintenance and distribution under Maj. Gen. C. P. Eshale. Major Bruce de Visselle is in charge of M. M. & D's Office of Technical Information.

The AAF is planning to set up OTI officers in each branch in the near future. It is one of the first projects Barnum plans.

Another branch dealing with information for the public has been set up in the office of the assistant chief of Air Staff, Intelligence. This group, called the Bureau of Technical Information Committee, is made up of officers from Public Relations,



FLYING FORTRESS DRIFT METER:

The Materiel Command photo shows the device photographed drift meter on the Flying Fortress which was flying over Wright Field on a test flight. The navigator is looking through the eyepiece on an object below the plane and by regular calibration will determine angle of drift from an indicator.



PCA'S MILITARY DIVISION CHIEFS:

These are the men, shown in their Air Transport Command uniforms, who run the show for Transportation Department's Military Transport Division. Left to right they are Capt. A. C. Carl, MTD chief pilot; Capt. Tros Zebrer, Maritime Training School director; Capt. James Embler, who directs all PCA military operations; Capt. C. A. Lapala, assistant MTD director; and Capt. J. A. Brooks, who directs the division's operations.

Intelligence, Material, Operations and any other division affected by the problem they study. Their function is the consideration and the declassification of technical information. They are the final security for release about aircraft and all related materials.

Information concerning air forces changes constantly and classified items can frequently be declassified and returned to the general public. Lt. Col. Robert Lowe is chairman of the RUCI Committee at present.

Under the New Set-Up—It is probable that more information about the air forces will become available to the public through the press. OWI's Fleet News has been striving for a long time to obtain more facts and figures for publication and Gen. Arnold's move in setting up two offices, OTI and RUCI committee, would seem to be in cooperation with OWI. Daryl also has organized an office to work with the Army and Navy on releasable information. This office is headed by George Lyon, who formerly was deputy director of OWI.

Western Companies Reject 50-hr. Week

West Coast airplane plants currently have rejected the War Production Board's proposal that they increase their work week from 48 to 50 hours to boost production.

These divisions reflected intense labor opposition, the possible loss of large numbers of women workers under the ten-hour shifts proposed by Charles E. Wilson, WPB executive vice-chairman, and numerous production and personnel problems that would have to be met in switch-

ing operations from three, eight-hour shifts to two, ten-hour shifts. **Rejection**—Douglas Aircraft, as it was written, is the only plant to publish rejection of the increased work week. Lockheed, Vultee and Consolidated Vultee by their distribution to issue a public statement indicate that they will not adopt the plan under (1) Wilson toughest and changes its suggestion to a mandatory order, (2) Northrup Aircraft controls its act as an industry corporation plant and proves that the plan is workable.

Northrup is a three-shift plant that might if studies now under way are favorable, decide to try out the proposal. Two departments at Northrup already have been converted to the ten-hour shifts, on a

five-day — 50-hour week — basis. **Production Results**—Effects of output in Northrup's two departments have not yet become apparent, but marked cuts in production have been indicated, an over-all drop of 33 percent in absenteeism and a 50 percent drop among women working in the two departments.

North American Aviation has been on a ten-hour day in all production departments since Sept. 27 and probably will continue. No production improvement figures are yet available.

Helicopter Test Lab Is Sought by NACA

Funds for construction of a laboratory at Langley Field, Va., to investigate the aerodynamics of the helicopter are requested by the National Advisory Committee for Aeronautics as the first supplemental appropriation bill for fiscal 1945. The item totals \$1,161,500.

The laboratory is to include facilities for studying flutter and vibration in connection with helicopters.

Test Flights Made—The helicopter is now in the stage of being successfully flown in spite of the gaps in our knowledge concerning rotor operations," NACA said the Appropriations Committee.

The proposed testing apparatus, in conjunction with other facilities, will provide fundamental knowledge necessary for the solution of the structural, vibration and aerodynamic problems that will arise in the design of large helicopters.

Phenomena of flutter and compressibility of use at speeds above 400 mph will be studied at the urgent request of the armed services.

Plane Record

Record-breaking production of 8,932 airplanes in October exceeded slightly a rate of 8,904 planes a year, the goal set by President Roosevelt shortly after Pearl Harbor, with indications, still as forecast by The News, that the total for 1943 will be in excess of 83,666 planes.

The October output brings to 46,022 the number of planes produced thus far this year on the basis of 5,006 in January; February 4,600; March 6,362; April 6,903; May 7,019; June 7,055; July 7,373; August 7,611; September 7,984.

WPB chairman Donald Nelson said October was the best month in aircraft production since May.

Range of Future Planes May Make Carrier Obsolete After World War II

Craft is one-way proposition now, military men concede, outlining addition of three 45,000-ton flat-tops to speed invasion of Japan.

By ELAINE STUMBLEFIELD

Many military men believe the aircraft carrier is substantially a one-way proposition. In the future, they predict, the range of land planes will be great enough to take them to any point on the earth, which would not usually be more than 12,500 mi.

Air Invasion Possible—Augmented by three 45,000-ton aircraft carriers, the growing United States Fleet's already formidable shipborne aviation will be capable of a major air invasion of the Japanese empire and mainland.

Two of the three 45,000-ton flat-tops, demonstrably the biggest warships in the world, will be laid down now and will require about two years for delivery to service. The third will be started next year.

Two-Engine Bombers—These new carriers, designated CVR, are needed, Secretary Frank Knox said in press conference, to accommodate increasingly heavy aircraft.

The CVR's will be the first carriers designed to launch and recover two-engine bombers. The Hornet launched the worst season of North American B-24's which attacked Japan, but it could not take the task.

Mr. Knox said no special planes would be designed for the CVR's but that they will carry the newest models of that future type.

Indoors persons remarked that even heavy bombers might be launched by—but not returned to—these carriers.

Catapults—All carriers have catapults for propelling their planes in case the vessel is stopped or turned out of the wind due to enemy action. Presumably the CVR's will have improved launching gear, which is continually under development.

Mr. Knox said they would have much more speed than existing carriers, whose armor (carriers have thin hulls like merchant ships and destroyers) heavier armament, and greater compartmentalization to withstand a peep, preventing speedy repairs on damaged B-7 and destroyers.

Inventory—At the end of this year,

the U. S. will have more regular fleet carriers than battleships, and several times that number of auxiliary carriers. It seems incredible, but the U. S. can build a fleet carrier per month and in 1945 can double production of fleet carriers and build almost any number of escort or auxiliary carriers.

Auxiliary carriers go with convoys, deliver short-range airplanes to flight destinations from land and may support invasion forces. Most officers think they are not suitable for combat or for towing fleet carrier personnel.

Luxury Lines Studied—Auxiliary carriers have been the subject of controversy ever since the Navy converted a liner to the USS Langley, following the first World War. In recent times, the question of converting luxury liners was twice seriously considered and both times turned down in favor of merchant ships.

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Only two merchant ships had been converted to carriers up to the day of Pearl Harbor and one of them was for the British. There was disagreement in the Navy, and in the Maritime Commission, as to their value. The question came several times before anti-ramped President Roosevelt, who nearly always takes a hand in design of new ships.

Roosevelt's Super Carriers—Delays postponed to June, 1943, six months after Pearl Harbor, with still only a few merchant conversions in hand, when the President called the Bureau of Ships and the Maritime Commission to his office and told them to make a deal with Henry J. Kaiser to turn out a large number of auxiliaries on the West Coast.

Mr. Roosevelt may have been impatient with the Navy about the delay and about opposition to the idea, but the program was given exclusively to the Maritime Commission mainly because it was ahead of expectations in its Liberty ship program, and had available facilities for the work.

Of course, the Navy still has its own auxiliary carrier program which now numbers in scores.

Most conversions to auxiliary carriers are from regular C-3 merchant ships.

The Navy prefers tankers for conversion, because they have more range and more capacity for airplane fuel, but only a few tankers can be spared for this purpose. Navy also has been in serious negotiations.

Work on Escort—Specially—There are no submarines built as such from the keel up. They are laid down as C-7's, with some changes to accommodate the longer deck and the third deck.

The first conversion raised the ship's center of gravity so much that 2,000 tons of ballast had to be used, but that requirement has been reduced considerably.

Work on escorts went rushed in latter 1940 and is continuing through 1943. Navy now demands all it can possibly get.

Surrogates—The biggest carrier anybody knows of now is an old Swedish ship, a converted cruise ship displacing 33,900 tons and carrying 30 planes. Its sister ship, the Lorraine, was sunk.

The largest British carriers displacing 33,646 tons, and the Jap's two largest, displaced about 27,500 tons and carried about 50 planes. One or both have been sunk. Our Navy has four categories of aircraft CVR, the new big ones; CV, present big ones; CVL, the lightest type; and CVE, the escort type.



JEEP HOOK & LADDER:

Mechanics of a 17th Air Force Service Command repair squadron descend and manufactured from scrap material this extensive ladder, attached to a jeep, permitting speedy repairs on damaged B-7 and destroyers.

Navy Grants 322 More Trainers to WTS

Pilot training group setting up assembly system of spare parts warehouses.

By MARY PAULINE PERRY

Receipt by CAA-War Training Service of 322 more training planes from the Navy disposes that the Navy has discontinued construction of the N3N3 trainer at the Naval Aircraft Factory, Philadelphia.

The Navy, in the main, is turning to the N3E, a biplane design for trainers and this, plus the fact that the Navy is unable now to utilize used and spare parts for the N3N3, benefited the War Training Service which has received a total of 573 planes from the Navy for its schools.

Planes Reassigned—The development substantially alleviated another situation which several months ago grounded many of the planes used in the WTS program for lack of needed parts. Liberalization of WTS orders which permitted manufacturers to provide operators with a limited number of parts and gave them privileges for these parts was of some help to the training program, but not sufficient. The new and used parts for the N3N3 relinquished by the Navy solve the difficulty.

W. L. Jack Nelson, technical assistant to the director of WTS, says the service is planning to establish warehouses in each of the seven regions to store spare parts and sub-assemblies. The first has been established in region 1 at New York City. Frank Anshutz is regional director. As



HOME-MADE REPAIR BASE

Mechanics of the 12th Air Force Service Command—in the North African theater—are working vigorously to authorize to repair battle-damaged U.S. planes, such as this Bell Aircraft plane which came loaded. Oil drains instead of jacks have it for dunnage. Note flying jeep in background.

soon as suitable and convenient locations are found, a warehouse will be set up in each region.

17,500 Planes in Use—Latest figures on planes operated by WTS to train Army and Navy flyers indicate 1,168 planes are in use.

There are 298 school operators who have contracts. The Army has 194 contractors and the Navy 104. Approximately 30,000 men a year are being trained for the Navy and 210,000 a year for the Army.

17,500 Trained a Month—Army courses are divided into the regular ten-hour course, which gives basic training to 17,500 men a month—known as the primary indoctrination. In addition, WTS is financing contracts to train flight instructors. No new men are being put into this course, which will be terminated during the fall. After graduation, students get commercial license and instrument and radio ratings.

There are 148 contractors doing the flight instructor course, ten of which also give the ten-hour course. At present, 48 schools are providing the ten-hour course in addition to the ten who give combined courses.

Transfers—Meanwhile, the Navy announced that the 15 Aviation Cadet Selection Boards, whose main function has been procurement of aviation cadets, will become Naval Air Primary Training Command Regional Offices and procurement functions will be transferred to the regular Offices of Naval Officer Procurement.

Naval Air Primary Training Command now operates five Post-Flight Schools of its own in addition to other schools in the country.

Plane Firms 'Hopeful' Of Post-War Jobs

Predict main layoffs but plan conversion to peacetime industry.

By SCHOLER BANGS

California aircraft industries, promised retroactively, have told a State Assembly interim committee what they believe is going to happen when the war ends.

They predicted main layoffs but voiced a hope for conversion of a large part of the industry to peacetime commercial activities.

Outlook Uncertain—While the committee's analysis of industry response fails to show it that there is not a single company that can say, honestly, that its replies to the committee will hold good a year from now or two years from now.

Of companies responding to a questionnaire drafted by Assemblyman William H. Rosenthal, of Los Angeles, committee chairman, 42 percent were unable to anticipate securing any financial reserves to ease their long-term obligations.

Heavy Layoffs Expected—Anticipated employee discharges at war's end varied from 10 to 98 percent, although 27.5 percent said no layoffs are contemplated. Ten percent of their employees—thirty-five plants believed they would have to discharge over 50 percent of their workers.

Of plants expecting to enter or resume production of commercial goods, 35 percent said they would need two months to one year for conversion. The rest felt they could make the change in 30 days.

Conversion Products—Products they expect to produce range from jewelry to diesel and hydraulic engines and include novelty and gift products, lighting fixtures, motor-cycles, building hardware, rubber goods, refrigeration, oil well equipment, a wide variety of plastic products and automobile and airplane accessories.

Grosvenor Dies

Gordon R. Grosvenor, 57, special assistant to the president of Pan American Airways, died in New York last week after a brief illness. He also was a member of PAA's executive committee and board of directors. He was a former president of Aviation Council, Incorporated, of the Fairchild Aviation Corp.

THE AIR WAR

COMMENTARY

Joint Air-Sea-Land Operations In Italy Set Pattern for Future

Trend toward unified aviation force accelerated by evolution rather than revolution, according to military commentators.

Two recent events have confirmed the opinion of highly informed observers that the successful combination of air, ground and sea operations under a supreme commander, as demonstrated in the Mediterranean campaign, has set a pattern for the future. First of these is an important joint statement in England by three former chiefs of staff, a former secretary of the Committee of Imperial Defense, and a former parliamentary secretary to the Admiralty. Second is the publication of War Department Regulations on Command and Employment of Air Power.

Importance of the latter measure was indicated by a fairly generous treatment of its contents by the war services on a national scale,

but its far-reaching consequences do not appear to have been grasped by editors and military commentators generally, with one notable exception (Harrison Baldwin and Secretary).

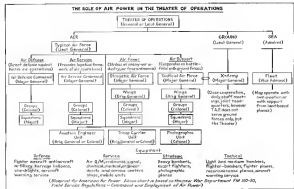
British Statement—First, however, here are a couple of quotations from the British statement, and their implications as regards forthcoming Allied operations on a grand scale, and as the American wing of the immediate future will be obvious.

"Air Power is primarily the affair of the Air Force, without which the Navy and the Army cannot exert their full potential strength and which besides assisting in securing the necessary conditions under which the Navy, the Merchant Navy, the Army, the Air Force and the civil

power can operate, uses its principal weapon, aircraft, to strike directly at the enemy's armed forces, at his means of supply and of life." "Only when the true meaning of total war is realized and all allegiances are merged into a larger patriotism, can the full strength of a nation's biological power be developed."

Summary—The London Times sums up the statement, concluding that it "implies a line of evolution toward a closer fusion of the three arms and to such an institution as a Combined Staff, under a single Chief." Remarkably enough, this is exactly the trend which has been making far more headway in this country during recent months than the out and out demand for a separate air force. This would mean that, instead of a split between ground and air elements in the Army, one unified service would be eventually created—Army, Navy, Air—with one uniform, and operating under one department of war.

Evolution, Not Revolution, Must Prevail—The experiment of a combined staff under a supreme commander worked well in the Mediterranean. Though trained as a ground officer, Gen. Eisenhower had a proper understanding of the functions, purposes and possibilities of Air Power, and he wisely permitted his air chief Sir Arthur Tedder to work out the detailed plans with his



stream. Similarly, owing to his background, there is every confidence in Lord Mountbatten's full appreciation of air power in view of itself and its coordination with other arms, and the air possibilities in the forthcoming campaign in Southeast Asia are not to be minimized. If, as is still believed likely, General Marshall is to be given the high honor and responsibility of leading up the big smash on the continent, once again there can be no doubt that air power will be allowed to continue its already decisive role. Gen. Arnold and the command of the Chief of Staff in the top councils, and under Gen. Marshall's regime the U.S. Army Air Forces, from a negligible military factor five years ago, have become the most powerful in the world.

Steps in AAF Reorganization.—Gen. Marshall's early interest came in the autumn of 1943, when he recommended that the GHO Air Force be strengthened, divided into four air forces in the northeast, northwest, southeast and southwest, each to be headed by a major general, under the top command of Lt. Gen. Delos C. Eberhart, who thus became the first air officer to hold that rank. This placed the air forces in the same relative position as the four field armies. Simultaneously Gen. Arnold became Deputy Chief of Staff for Air, a new and important post.

A few months later (June, 1944) the Army Air Forces was set up with a separate Air Staff, including the Air Corps for training and procurement, and the Air Force Combat Command, comprising the first continental air forces. This brought about a high degree of Air Force autonomy within the Army framework, which was further increased in March, 1945, in the sweeping reorganization into Army Air Forces, Army Ground Forces and Army Service Forces, each headed up by a lieutenant general. One year later Henry H. Arnold became a four-star general, and air power was given all kinds of publicity as the main striking force in modern warfare. By this time, in practically all but in name, the AAF had independence of operation under the high command.

Air Power in the Army.—The demonstration of air power on the various fronts as both an effective strategic and tactical weapon has had a profound influence on military thinking and general policy. This has at last come to light officially in the publication of FM 100-30 on

the 21st of July, 1943, an Army and not an Air Force regulation, and rightly to be regarded as a high water mark in recognizing the development of air doctrine to date. It contains the principles used with such overwhelming success in the North African campaign. It may overemphasize it, but it would not be far off to state that it embodies the doctrine of Strategic Air Power strongly held for years by our possums in the GHO Air Force and certain leaders in the RAF Bomber Command, and the doctrine of Tactical Air Power favored the hardy by the early successes and later mistakes of the Luftwaffe and the Italian Air Force, and the early mistakes and later successes of the RAF and U.S. North Air Force in the campaign of the desert. In the experience of the newly developed principles of the Tactical Air Force, Gen. Kuter, who was Air Marshal Cunningham's deputy and is now Asst. Chief of Air Staff, Plans, has taken a leading place.

Air Force Shifts.—These principles were given effect in July by the RAF when it abolished its Air Support Command and set up a Tactical Air Force. A few days later Gen. Eaker also announced that the



IMPROVED CHARGER:

Using captured Axis materials, Air Service Command technicians at a U. S. fighter base in Italy tapped this strange battery charger which recharges our 24-volt fighter plane batteries effortlessly and does the job quicker than the regular charger which was knocked out of service. Sgt. E. J. Tregner, Engineer, C-47, left, was officially credited for his ingenuity, which permitted several fighters to take to the air on schedule.

Eighty was organizing a Strategic Air Force and also a Tactical Air Force. During the recent shifts of half a dozen commanders of our Air Forces, including Gen. Eaker from the First to the Ninth, there were reports that Gen. Breerton, formerly of the Ninth, would head up the new Tactical Air Force in England. Other major shifts are in the offing.

The booklet, like so many others these days, was written at the Air Force Tactical Center, Orlando, Fla. One of the activities in Orlando is the AAF School of Applied Tactics (AAFSAT), spectrum of air power principles and practice. The other main activity is a Demonstration Air Force, complete with Air Staff, Air Defense Command, Air Service Command, Strategic Air Force and Tactical Air Force (one draft), operating as realistically as possible in a "war theater" of 5,000 acres in west central Florida.

Joint Training.—More important than all, however, from the combined operations standpoint and ultimate lifting of Air into full and absolute equality on the team with Ground and Sea is AAFSAT's place in the "joint" training of picked Army Air and Ground officers and Naval officers. Each group takes a course in AAFSAT, then, Land, air, earth (ground) and Newport (sea) and then ALL combine for a course at the Army-Navy Staff College, Washington (ANSCOL).

This is why Gen. Marshall has consistently voted against a "separate" air force. This is why President Roosevelt has stated that although the Army Air Forces' status would be further advanced, there would not be a "separate" Air Force at this time. A truly unified service appears to be in the making.

—NAVYMAN

Blimp Training Group

Reer Admiral C. E. Bessendahl's recently formed blimp command at Lakehurst has been officially named the Naval Airship Training and Experimental Command, and Bessendahl becomes Chief of Naval Airship Training and Experimentation.

The new organization becomes the fifth training command in Naval Aviation. Officers are: (1) Naval Air Primary Training Command, headquarters at Kansas City, Kan.; (2) Naval Air Intermediate Training Command, Pensacola, Fla.; (3) Naval Air Intermediate Training Command, Jacksonville, Fla.; (4) Naval Air Technical Training Command, Chicago.



Outward Bound!

A "Dauntless" takes off on AEROLS*

Member of the Japanese navy, the Douglas "Dauntless" is one of the world's hardest hitting dive bombers.

Because this outstanding plane is equipped with Aerols, it performs with efficiency even the exacting job of taking off or landing on a smooth carrier.

Aerols for the "Dauntless" and other aircraft are pouring in ever increasing quantities from our production lines. Our new plant is the largest in the world solely devoted to the manufacture of this essential aviation product.

CLEVELAND PNEUMATIC AEROL, INC.
Wholly owned subsidiary of The Cleveland Pneumatic Tool Co.

EUCLID 17, OHIO



*THE INCH AIRBORNE BRIDE ON AN AIRPLANE'S LANDING GEAR, THE NAME IS DERIVED FROM THE WORDS "AIR" AND "GOL"—THE PURSE STRIP TO ASSIST THE LANDING PRODS

AIRCRAFT PRODUCTION

Plans for Intensive Labor Utilization Called More Visionary Than Practical

Industrial leaders cite marked gains already in production in answer to WPB charges of inefficiency in plant operation.

By SCOTT HERSHEY

Proposals by the War Production Board for better utilization of labor—a question receiving increasing attention in official circles in Washington—appear to some aircraft industry leaders more as statisticians' dreams than practical aids to output of more airplanes.

A survey of aircraft plants recently completed by WPB has convinced these officials that productivity of

many plants can be substantially improved with present personnel. Some WPB officials contend that a 20 percent increase in aircraft production efficiency can be achieved through a process of bombing the efficiency of manufacturers whose ratings are less than the overall average for the entire aircraft industry, up to the normal average for the country.

► **Solution**—Working on this premise, they contend further that this would be the equivalent to adding from 150,000 to 200,000 workers to the aircraft industry—a situation which, if it prevailed, would of course practically solve the manpower problem.

Many practical industry heads, confronted with countless realistic production problems daily, are inclined to be skeptical. These industry heads agree that there is room for improved labor utilization in many plants and they want they are working toward improved utilization, but on the other hand they do not believe the solution is quite so simple as it has been represented.

► **Below Average**—Of 70 aircraft plants surveyed by WPB, reports indicate 22 are below average. WPB is urging labor utilization at aircraft plants with consistently good production records to plants whose output has not been up to the WPB average and hopes in this way to increase efficiency of "below average" plants.

On the face of it, this plan undoubtedly will produce results, but it should not be overlooked that the National Aircraft War Production Council, through its East and West Coast Councils, has long sponsored exchange of production shortcuts among its members and that current information is available to all companies, regardless of membership. This exchange of technical, engineering and production "know-how" has been of inestimable value in the production of aircraft.

► **Short Cuts**—There is scarcely a production short-cut or labor utilization method developed by any aircraft company which has not long since become the common property of the industry, although there are new ones developing daily.

Methods used by one company which have not been adopted by others, probably are due to different conditions at different plants. A procedure which works well with one company, may not work at all in another.

► **Efficiency Factors**—Production efficiency is connected with such things as the number of subcontractors serving a given plant, child care for working mothers, housing, transportation, community facilities and on down to the relationship between a worker and his foreman.

At the same time, government officials believe some companies whose production is below schedule could well utilize some of the methods, at least to the extent of the companies whose production is high and whose produc-

tion efficiency is above average.

► **Output Up Sharply**—In this connection, it should be noted that the number of workers in aircraft plants has increased about eight times since January, 1941, and total airframe weight produced has increased 17 times, indicating worker efficiency has more than doubled.

Authentic reports have it that Consolidated Vultee and Boeing Aircraft top most efficiency lists and what may be surprising is that Ford's Willow Run plant now is near the top in this regard after a bad start. Others among the top, with little difference between them, include Cessna, Douglas, Martin, Taylor, Vesp, Lockheed, Armstrong, Bell, Piper, Beech and Fairchild with North American, Grumman, Republic, Curtiss-Wright, Chance Vought and others close behind.

► **Utilities Cited**—Aircraft heads concede that their utilization of labor is not perfect, but they point to their increased production which far outstrips comparable personnel increases.

Despite this, there is a growing feeling in Congress that the aircraft industry is not utilizing its present labor to the fullest extent. The Senate Truman investigating committee has concluded that plant inefficiency and lax use and even hoarding of workers, rather than a lack of workers, are at the bottom of production lags which fail to meet WPB schedules.

► **Investigation**—Senator Truman, chairman of the committee, has said that information that has come to his attention indicates a need for an investigation into the efficiency of production centers, aircraft and otherwise.

Labor utilization is currently in the spotlight of official attention and will be increasingly explicated.

California Aircraft Orders Lead Nation

In a \$ billion dollar backlog more than twice the total of New York, in second place.

Distribution of major aircraft war supply contracts as reported by the War Production Board through August shows a total of \$41,321,329,000.

California headed the nation's aircraft backlog with \$3,899,889. Equipment included—aircraft includes contracts for airplanes, airplane engines, propellers and other parts and certain related equipment such as parachutes and aircraft positions. Contracts have been assigned



GOODYEAR CHRISTENS A BLIMP:

Christening a blimp involves a special ceremony, as this photo shows. The control car receives the blimp instead of the blimp's nose, and in this case Mr. Jean Rosendahl, wife of Rear Admiral C. E. Rosendahl, the Navy's No. 1 shipyard man, unveiled a bottle of liquid air at Navy Day ceremonies. One of the celebration was the M-1, Goodyear's swiftest, largest blimp, half again as large as previous non-rigid craft.

to states on the basis of location of the producing plants.

► **Michigan Is Third**—California's supply contracts amount to \$3,899,889, almost twice as much as New York, in second place with \$4,432,332,998. Other leading aircraft producing states include: Michigan, with \$4,235,565,000; New Jersey, \$4,232,734,000; Connecticut, \$2,635,895,000; Ohio, \$2,544,800,999; and Kansas, \$2,322,167,000. Other top states include: Indiana, \$1,873,183,998; Maryland, \$1,628,338,000; Illinois, \$1,618,778,000; Washington, \$1,354,449,000; Texas, \$1,337,717,000; and Oklahoma, \$1,094,277,000.

► **Five States Without Orders**—Only 12 states were listed as having no aircraft supply contracts: Arkansas, Idaho, Maine, Montana, New Mexico, North Dakota, South Carolina, South Dakota, Utah, Vermont, West Virginia and Wyoming.

In addition to the \$41,321,329,000 listed for aircraft, the WPB report showed \$2,353,644,000 of unfinished and unassigned contracts.

Construction Record

One hundred fifty-four days after announcement of construction plans, operations began at the \$3,899,889 modification center at Douglas Aircraft's Oklahoma City plant.

The center will be used to alter Douglas-built planes for specific purposes in various war theaters.

Chandler Evans Sold

Niles-Bennet-Pond purchases necessities from through stock exchange deal.

Niles-Bennet-Pond Co. of West Hartford, Conn., has expanded into the aviation field with announcement it has acquired Chandler Evans Corp. of South Norwalk, Conn., through an exchange of Times treasury stock for all stock of Chandler Evans Corp.

► **Management Remains**—Chandler Evans plants at South Norwalk, Wallingford and Dayton, Ohio, will continue to operate as at present under the same management and with the same personnel. Charles W. Deeds continues as president of the subsidiary company.

Chandler Evans builds and markets a line of accessories used in aircraft engines under the trade name "CERO." The move makes available any surplus manufacturing facilities in the West Hartford plant of its Pratt & Whitney Division for overflow from Chandler Evans and will result in speeding up delivery to the government of parts needed in the war program, it was said.

► **Fish in Aviation**—The action was in line with the company's policy in connection with post-war development, Niles officials said. "Aviation unquestionably is destined to play a major part in the future of our country and the world. We would



BALANCING A ROTATING PROPELLER:

Dynamic balancing of a propeller is something new in propeller tests at Material Command's laboratories at Wright Field. Propeller engineer Robert Trexler and S. E. Jordan are shown as an experimental dynamic propeller balancer, but are developing an improved model with more power. A propeller may be in perfect static balance, at rest, and yet be out of balance in certain phases of operation when it is set at various pitches, and is rotating at various speeds.

be backward indeed if we failed to apply the Post & Whitney ability for precision workmanship to those things the American people will demand," Clayton Rust, president, said. "We believe that Post & Whitney precision coupled with the know-how of Chandler Evans engineering will produce developments of importance in the future of American aviation."

Convair Test Plant

Company starts construction of addition to experimental division, ready in spring.

Fort Worth division of Consolidated Vultee Aircraft has started construction on a \$1,325,000 addition to an experimental division, with completion set tentatively for April, 1946.

The 293 x 300 ft. clear span addition, 40 ft. high, will be added to the present 150 x 300 ft. shop. Walls will be of steel, brick and fiberglass—except occupied exterior siding will be substituted for steel siding. Construction is under supervision of the Army engineers.

Four Plane Firms Get \$4,920,000 DPC Cash

Summary of week's activities in business and war agencies.

By BARBARA FREDERICK

Defense Plant Corp. has increased by \$4,920,000 its contracts with four aircraft companies. The largest share, \$3,500,000, went to Douglas Aircraft Co., for additional facilities at plants in California and Michigan. American Propeller Corp. contract was increased \$900,000, for additional equipment at a plant in Ohio. Consolidated Vultee Aircraft Corp. got an increase of \$494,000 and \$76,000 went to Lockheed Aircraft Corp. for plant facilities in California.

DPC's over-all commitments with these companies now amount to \$9,700,000, \$12,499,999, \$53,544,646 and \$4,144,000, respectively. In each instance, the company will operate the facilities, title remaining with DPC.

Army-Navy "E" Awards—Army-Navy Production "E" has been awarded to Balmain Aircraft Pro-

CAB Extends Permits

Civil Aeronautics Board, in possession of new information on operation of five foreign lines in the Caribbean area, to which it has granted foreign permits, and during more, has extended the permits ten days to Nov. 12. The lines are Royal Dutch Air Lines (KLM), Compagnie Messageries Cabines de l'Aviation, S. A. TWA, S. A. Lignes Vieux, doing business as British West Indian Airways, and Regener Aereo Inter-América, S. A. The permits were effective originally from May 1 to Oct. 31.

ducts Co., Los Angeles, Newark Army Airfield and the plastics department of E. & du Pont de Nemours Co., Arlington, N. J., which makes plastic parts for warplanes and other essential uses.

Venue Prizes—An increase of approximately 5 percent in outfit prices of a number of specified wilds at rotary cut and half-round birch and maple aircraft or airplane venue purchased by the U. S.

Treasury for export to Great Britain, has been authorized by OPA. In addition, maximum prices were established for Grade B aircraft or aircraft engine of British Standard Specification at 10 percent less than price of Grade A.

Conservation Bulletin 5, affecting conversion of aluminum alloy extrusions to rolled forms, pooling of dies and standardization of shapes, has gone out to the industry from OWA. The bulletin explains the status of the program for relieving shortages of aluminum alloy extrusions. It was prepared by the Operating Committee on Aircraft Materials Conservation in cooperation with AAP, Navy Bureau of Aeronautics and Aircraft Resources Control Office.

Aluminum Control was eased slightly by the War Production Board in its supplementary Order M-1-4, announced. WPB explained that aluminum's position has become sufficiently comfortable to permit use of the metal in additional types of war and more essential industrial production.

Two West Coast Firms Seek Post-War Ideas

Ask designers to use spare time for planning new products for re-adjustment period.

There is extreme hesitancy throughout the aircraft industry to admit any effort is being made today to design products to keep employees at work and off relief rolls during post-war readjustment.

Factory executives concede that



CANADIAN BOIRING'S LINE OF "CATS":

New pictures from Boeing Aircraft of Canada are infrequent, although the company has delivered more than 89 Consolidated PBV-54 Catalinas such as shown on this list at the plant at Vancouver, B. C.

by the engineering effort required to lay at least a foundation for the questionable "loyalties" would take only a negligible "drop in the bucket" of war effort engineering. Crux of the situation is that no executives wish to be accused of slighting wartime requirements.

Appeal to Designers—Douglas Aircraft Co. has asked a limited group of designers to produce, after working hours, ideas for products to build and sell when war contracts end. A similar plan has been started

by Adel Precision Products Corp. Preview of a new design for an automobile that might be built by the aircraft industry after the war has been released by Douglas. It is the design of Gordon Long, artist-engineer, and is as distinctive as William B. Stout's production in Aviation News Oct. 11 that aircraft factories might turn to building autos, "doing a better job than the automotive industry." It was pictured in Oct. 23 issue of the News.

Other Ideas To Be Released—In the future, Douglas will make public other employee ideas for such possibilities as kitchen interiors, speed boats, electric appliances and even portable homes.

Adel, biggest manufacturer of aircraft hydraulic parts in the west, has asked all employees, rather than a test group, to think about post-war production and to suggest equipment Adel might make and market after the war.

Quiet About Other Planning—Most other planning by the industry is being kept under cover. "We don't want the Army to come through this front door and say they are taking over," one plant spokesman said, typical of the fright brought about by the Army's public insistence that all situation be directed to the war effort and nowhere else. Not so fearful was Consolidated Vultee in announcing employment of William Stout to conceive ideas for post-war production.



LANCASTER BOMB RAY:

This is the bomb bay of the Canadian-made Lancaster bomber, largest craft built in the Dominion. Two four-ton block-busters can be carried here. The photograph shows the mechanic of Victory Aircraft, Ltd., Toronto, government-owned plant, checking electrical connections.

graph shows the mechanic of Victory Aircraft, Ltd., Toronto, government-owned plant, checking electrical connections.



STUDEBAKER PRAISES FEMININE POLICE:

Originally an experiment at Studebaker's aircraft engine plant in South Bend, Ind., a uniformed policeman staff has been expanded to twelve. Their chief shows several how to use a revolver. (You are right, the press agent describes them as "pistol packing mamas").

PERSONNEL

A. D. (Doc) Williams (left) has been appointed New York district traffic manager for Transcontinental & Western Air. He joined TWA last March.



and was previously vice-president of Sibley & Schuchman, general insurance brokers for eight years. Now district traffic manager at Philadelphia is F. G. Bener (center), former traffic representative at Indianapolis. Howard Goshawk, Jr. (right), district traffic manager, who has been promoted to traffic training supervisor for the airline in Kansas City, is succeeded by J. G. Dye.



operations for Thomas A. Edison.



CONVAIR DIRECTORS ASSEMBLY:

Consolidated Valize directors met late in October at Fort Worth. Left to right, front row, are: Convair Vice President, C. Coburn Draper, Executive Vice-President L. M. London, Board Chairman Tom Gledhill, J. Nelson Humphreys, David G. Fleet, assistant to the president; R. S. Pratt, general counsel. Second row

Morgan C. Marcus was named director of industrial relations, succeeding Wilson L. White, who resigned to join Kellert Aircraft Corp. as assistant to the president.

Ottavio Deason has been named chief of the tooling department at Consolidated Valize's Allentown, Pa., plant. He has been in tool engineering for 18 yrs., and before joining Convair was with Chrysler Corp., Marmon Aircraft Corp., Wulfsberg-Overhead and Fairfield Aircraft.

Kellert Aircraft Corp. has promoted Owen S. Reese, chief engineer, to assistant to the factory manager. He joined the company as chief inspector on engine construction in 1935, and was in charge of major repair shops at Allentown, Pa., during the World War, where Eddie Stuckenbacker held the post of first engineer.

James E. Webb (photo), secretary and treasurer of Sperry Gyroscopic Co., has been elected vice-president. He will continue to serve as secretary but is succeeded as treasurer by F. W. Kibbel, master and inspector, who is now in direct of government claims under terminated contracts.

Joseph William R. Hollingsworth, Naval Aviator, reported on Oct. 25 as officer in charge of Training Laboratory Section, Aviation Training Division, and as chief of the Navy, naval aviator.



PLANNERS:

This informal photo taken by a Dayton photographer shows two important members of the Army-Navy-British Aircraft Schedule Unit at Wright Field. At left is Col. R. W. Ransbottom, AAF, at right is Capt. C. R. Gildner, NMC.

1936 and subsequently served as personnel director.

Lt. Colonel Marvin B. Page, well known in aviation circles as a former Washington representative, is now attached to the Special Devices Division, Bureau of Aeronautics, under direction of Capt. Lyle DePauw.

Capt. Donald E. Hatch, USMC, has reported for duty with the Air Technical Advisory Division, Dayton.

Joseph William R. Hollingsworth, Naval Aviator, reported on Oct. 25 as officer in charge of Training Laboratory Section, Aviation Training Division, and as chief of the Navy, naval aviator.

Laurent Clerve joined the Lockheed division of Consolidated Valize Aircraft Corp., as production manager. He was formerly in the engineering and production departments of Valize Field for five years, with Consolidated Aircraft in San Diego for two years, and before that served for ten years in the engineering and production departments of Boeing Airplane Co., Seattle. Gordon Hagmann continues as superintendent of production control, part of the production department.

Charles E. Jemp, who has been with Kellert Aircraft Corp. for the past four years, has been named chief inspector. He has held chief inspection posts with John Warren-Warner Co., manufacturers of automobile shock absorbers, and with Hall Aircraft Corp.

W. S. Gease (photo), manager of passenger and cargo division of American Export Airlines, will be elected to succeed William F. McGowan as president of Air Lines Terminal, Inc., New York City.



Elected vice-president and secretary-treasurer, respectively, were H. J. Loyd, eastern district manager of American Airlines, and W. A. Alko, manager of Airlines Terminal Building. In addition to Green and Loyd, directors elected to serve for one year included H. O. Greenwood, Eastern Air Lines; A. C. Doyle, Pan American Airways; L. E. Seligson, TWA; and John S. Walker, United Air Lines.



John M. Deament, consulting and plant engineer for the past 20 yrs., has been named plant manager of Wright Aircraft Corp. plants in the Pullman, N. J., area. He joined the company eight months ago as assistant to the general superintendent. Following an association with the WPA, where he was in charge of aircraft plant equipment. Before that, he was with International Business Machines as plant engineer for some years. In his new position, Deament will have charge of plants producing Wright Cyclone-6 one plane engines of 1,200 hp., similar to those used on the B-17, and of Wright Cyclone-14's of 1,500 hp., used in Douglas A-26's and other planes.

Arthur Ross Christie, with United Aircraft Corp. since 1933, has been made Washington representative of Pratt & Whitney Aircraft, as liaison with government agencies. Christie has had a long career in aviation, starting in



CONTINENTAL'S CHIEF HOSTESS:

Paul J. Carverbach, general traffic and cargo manager of Continental Air Lines, congratulates Mildred "Terry" Hank on her appointment as chief hostess of the airline. Miss Hank was a member of the airline's first hostess class which began training in 1941. She has had 1,500 hr. of flying time with Continental and is expected to be needed to the needs of 1,500 passengers. Her headquarters will be in Denver.

1914 when he learned to fly at the U.S. Naval Corps Aviation School in San Diego. He served as pilot in the First Air Squadron in the expedition into Mexico in pursuit of Pancho Villa. During World War I, he commanded the Harbinger Center at Tours, France, and later became a lieutenant colonel and chief of an service of the AAF. He has served since as a member of the Joint Army & Navy Aeronautics Board, as Liaison Officer, Navy Air Service, as commanding officer of Mitchell Field and as assistant military attaché for aviation at the U.S. Embassy in Tokyo. He was with Bankers Trust Co. for twelve years, six of those in Paris, and was a director of the aviation building at the New York World's Fair. He succeeds Laurence L. Isaac, recently named manager of the largest division of United Aircraft at East Hartford.

Nine promotions accompanied a reorganization of Western Air Lines' passenger service department. E. N. Wherry, WAIL operations manager, transferred to Los Angeles.

A. Leiber Remond, former chief passenger agent at Burbank, became district manager of passenger service with headquarters in Los Angeles. Replacing him at Burbank is Paul Fries, Leland Johnson has been appointed chief reservations salesman at Los Angeles.

Training of passenger service personnel will be under Charles Coffey, newly appointed supervisor of training, at Los Angeles. Chief instructor will be Nath Hopkins.

Russell J. Smith has been named superintendent of passenger service, with William Knappe assistant, at Burbank operations headquarters.

Dean Barry has been made chief passenger agent at Western's Salt Lake City office and Leslie Kemp chief reservation agent.

Christie

C. B. F. Mendenhall (photo), former editor of *Air Week*, managing editor of *American* and editor of *Civil Aeronautics Journal* has joined the publicity relations staff of Fairchild-Kellett & Associates Corp. He is the author of a book on helicopters, which will be published in January.



and will serve as editor of *The Passenger*, Fairchild-Kellett magazine, succeeding W. M. Kunkin, who went to Civil E. Peabody, advertising agency, as an account executive.

Captain Harold E. Miller, USN, formerly head of the Training Liaison Section, Aviation Training Division, has been detached and reassigned to Brevort City. He has been replaced by Comdr. William H. Hollingsworth, USN, who has been in duty as a special Naval observer (SRO) in London. Capt. Miller is the signator of "Coburn," mythical character used to impress the need for safety in the air on Naval aviation circles.

Hab Industries, Inc., producers of aircraft hydraulic equipment in Long Island City, has established a special development division at Stamford, Conn., to study post-war applications of hydraulics in other industries, according to Alex R. Libman, president.



MR. PIPER BUILDS MORALE:

"The biggest time I've had in months," says how W. T. Piper, president of Piper Aircraft Corp., described his visit with these former employees who are now training at Army WAFPs at Averett Field, Tex.



Mrs. Mary Johnson, assistant to the director of industrial relations for Consolidated Vultee Aircraft Corp., is to extend the company's new cooperative training program, opened at the San Diego division, to other Consolidated plants. As acting chief assistant at the San Diego division, she supervised training of women controllers and was responsible for organizing the present counseling program. There, as *Swack* has been named chief controller of women at Consolidated's San Diego division. Prior to joining the company 12 months ago, when she helped devise the new systems of women's counseling, she was with the U. S. Employment Service for seven years.

Margie C. Moore has been appointed director of public relations of Republic Aviation's Farmdale division and will have direct supervision of the personnel, training, employment, job classification, medical, industrial safety and employee publications departments. Moore joined Republic in 1941 as employment manager. He began his aviation career about 15 years ago when he joined Charles-Rehderman Aircraft Co. at St. Louis and later was with Curtiss Flying Service. Moore succeeds William L. Wilson.

William L. Wilson has been appointed assistant to the president of Kellett Aircraft Corp., having resigned as director of industrial relations with the Farmdale division of Republic Aviation. W. Wilson, Kellett president, said Wilson will have duties in several administrative fields, including supervision of the company's industrial and public relations programs. Wilson was associated with Kellett from 1937 to 1939 as director of public relations.



Thomas W. R. Davis has been named area manager of United Air Lines air cargo department at Washington. He recently received a medical discharge from the Navy where he served as a lieutenant. He was previously secretary in the Postmaster General's in Washington and before that, assistant to the chairman of the National Democratic Committee.

John H. Spoke was appointed assistant treasurer of United Aircraft Corp. and assigned to the Berkshire Aircraft division at Bridgeport. He joined the general secretariat's office of United two and a half years ago after several years with two aeronautical firms in New York City.

Philip Harker (right), formerly executive assistant manager of the contracts department of Bell Aircraft, has been appointed sales and advertising manager of Aero Controls, Inc., Chicago, manufacturers of remote control equipment. Concurrently, Bert Kuehner, with the company for the past two years, has been ap-



pointed manager of the West Coast branch, to take charge of all contact operations in that territory.

TRANSPORT

Airline Officials Set Standards For Speedy 50 Passenger Transport

Air Transport Association and Air Cargo group define requirements for second of four proposed post-war airliners.

Aircraft Requirements Committee of the Air Transport Assn. and Air Cargo, Inc., settled on far-reaching requirements of the second of four future transport types at its recent meeting in Washington, while insisting that the CAB, Army and manufacturers proceed with tests looking to rapid post-war conversion of military planes to commercial use.

Chairman William Littlewood, vice-president of American Airlines, said the conference emphasized the need not only for the tests but for the manufacture of parts as they will be available when the time comes for conversion.

Coordination—Meanwhile, the group is coordinating for the manufacturers all elements to be considered in making the planes of types it expects to be necessary after the war.

Thus far, only two types have been worked out in detail, and two remain to be done. On the first, the A-1, specifications already have been decided on. This would be a general utility plane for short haul, combination cargo and passenger, the most common range being 150 mi. It was discussed as a twin-engine ship, although the committee is not being specific about the number of engines in its requirements.

Passenger Range—The B-1, on which the committee decided at its meeting the other day, would have a somewhat longer range—about 300 mi.—for the same general type of operation. It would be designed to carry 50 to 60 passengers on high density traffic routes. Required cruising speed is several 225 mph. Details are being furnished manufacturers for study.

The committee has yet to work out requirements on the third type for study. One of these, the C-1, would have a range of from 800 to 1,000 mi. for use over difficult terrain and restricted over-water.

passage. The other, looking to transcontinental and transoceanic flying, designated the D-1, would have a range of 1,000 or 1,500 to 2,000 mi. The C-1 and D-1, it was said, undoubtedly will have 4 engines each. **Aerodynamic**—Detailed discussion in each case dealt with maintenance and servicing, passenger accommodation and cargo handling, power plant installations, electrical and hydraulic systems, and the cockpit and its ramifications, and other factors.

Questions about cockpit arrangement have been referred to the Air Line Pilots Assn., with recommendations requested as to what provisions should be made for the pilot. Electrical and radio problems are being referred to Aeronautical Radio, Inc., which has worked on air-

More Airliners

The airlines may get back the two Boeing 307 Stratoliners which the government acquired from Transcontinental and Western Air after the outbreak of the war.

The matter so far is only in the preliminary discussion stage, with one of the major problems confronting them who deal with such things being the question of who shall receive the planes if they are turned back.

It is still likely that more will be available before the end of the year.

line problems of this type for several years, does a good job and "can do a much bigger one," is one airline man said.

Air Express Gaining In All Categories

REA reports tonnage gain of 97 percent over corresponding month last year.

With fear all-ways flights in operation, air express shipments are increasing steadily as to weight, number of shipments, and gross revenue. Railway Express Agency's Air Express Division reports that in



CONVEYOR SPEEDS AIR EXPRESS

A roller conveyor system is used in transfer of express free truck to plane to save time and effort in loading United's "Cargoliner" in its new all-ways service. The lightweight magnesium conveyor is standard equipment for rail express handling.

June they amounted to more than 1,200 tons, which was 48.7 percent, or nearly half again, what they were a year ago.

Shipments Up—An 8.6 percent increase was reported in number of shipments for the month, which amounted to 125,033, and gross revenue was up 38 percent.

The boost was even more apparent in a six-month comparison. For the first half of this year, 13,775,898 lb of air express were handled, as against 6,791,633 in the first six months of 1942. The increase amounted to 50.8 percent.

War Materials Prevalent—The June figures make clear that the airlines and the industry handled more than 43 tons of air express a day, with the average shipment going over 1,200 lbs. Most of the cargo was war materials.

As the all-cargo flights continue, greater increases were anticipated. Air express, besides going on regular passenger flights, is handled on cargo trips between New York and San Francisco, Los Angeles, and Miami, and between Kansas City and Los Angeles.

New Applications Ask Freight Routes

Furniture, baby chickens, passengers, general express would be flown.

Applications filed with Civil Aeronautics Board last week indicated requests to transport by air such



PAA BRINGS AMAZON RUBBER TO U. S.

Pan American Airways, under contract with Rubber Development Corp., operates weekly service with a Sikorsky S-42 between Miami and Brazil. Paraxanol and naphthalene are transported on south-bound flights and rubber is brought back on return flights when space permits. PAA workers are shown unloading rubber at Miami.

Wright Injured

Greville Wright narrowly escaped death or serious injury last week when his car was towed and nearly demolished by another that skidded as wet pavement. The 72-year-old scientist, who was driving to his laboratory, suffered only elbow bruise.

His car was a specially built coupe equipped with rubber rollers to eliminate vibration. For a number of years the inventor of the sphere has been sensitive to the effects of vibration on his research system as the result of an airplane accident in 1908 when he was seriously injured and Lt. Thayer Belfrage was killed at Fort Myer, Va.

commodities as baby chicks, newspapers and household goods, in addition to the usual provisions for mail, persons, property and express.

Baby chick transportation was sought by Nicholas Taso, Jr., Vineyard Flying Service, Vineyard, N. J., as well as general commodities on unscheduled service from Vineland and Philadelphia to terminals in the east and middle west, and charter passengers in the summer to resorts on the Jersey shore, and in the winter to Florida, Georgia and Virginia resorts.

Blue Line, Springfield, Mass., included newspapers, with mail, persons and express, on a proposed

route from Springfield to Westbury, R. I.

P. and B. Service and Temple Co. Memphis took to court Southern Pacific between Miami in Tennessee, Jacksonville and Charleston to stop airline war material claims, being allowed previously designed to include the title type of air transport, Miami, Jacksonville and Tampa. They argue in many instances.

National Airlines, Jacksonville, Fla., took additional routes. The airline, which is based in Tampa, has routes to New York, Chicago, St. Louis, and San Francisco. It also has routes to Miami, Jacksonville, and Tampa. They argue in many instances.

Transcontinental and Western Air took to court Southern Pacific as an interstate air carrier. The airline, which is based in St. Louis, has routes to New York, Chicago, St. Louis, and San Francisco. It also has routes to Miami, Jacksonville, and Tampa. They argue in many instances.

They also took to court the National Airlines, Jacksonville, Fla., as an interstate air carrier. The airline, which is based in Tampa, has routes to New York, Chicago, St. Louis, and San Francisco. It also has routes to Miami, Jacksonville, and Tampa. They argue in many instances.

Other applications filed were by all Trans Air, Florida, United States, and the Western Airlines, Jacksonville, Fla., and the National Airlines, Jacksonville, Fla., as an interstate air carrier. The airline, which is based in Tampa, has routes to New York, Chicago, St. Louis, and San Francisco. It also has routes to Miami, Jacksonville, and Tampa. They argue in many instances.

General Airlines applied for war material in the summer of 1942. The airline, which is based in Tampa, has routes to New York, Chicago, St. Louis, and San Francisco. It also has routes to Miami, Jacksonville, and Tampa. They argue in many instances.

Applications in previous applications were made by United Air Lines from New York to Los Angeles, and by Western Air and Mid-Continental Airlines from New York to Los Angeles. The airline, which is based in Tampa, has routes to New York, Chicago, St. Louis, and San Francisco. It also has routes to Miami, Jacksonville, and Tampa. They argue in many instances.

The source would say that the key Atlanta base on which is being based from the Atlantic coast, and that the airline, which is based in Tampa, has routes to New York, Chicago, St. Louis, and San Francisco. It also has routes to Miami, Jacksonville, and Tampa. They argue in many instances.

C. of C. Groups Back Transport Policy

Only 16 of 1,800 oppose committee stand against foreign route monopoly.

Only 16 of the 1,800 member organizations of the Chamber of Commerce of the United States opposed recommendation by the Chamber's committee on International Air Transport as to post-war use of international sea and air transport, which asserts these routes are now officially those of the chamber.

Committee opposed monopolistic control of international air services, urged transport planes be made available as rapidly as possible for international aviation, and said, among other things, that nothing

should be done to hinder continued expansion of the aviation industry.

Northeast Airlines Stock Control Studied

Extent of B.A.M. and Maine Central role investigated by C.A.B.

The concluding hearings on the New York-Boston application before the Civil Aeronautics Board in Washington were devoted to the question of whether the Boston & Maine and Maine Central railroads control Northeast Airlines.

"The railroad," testified L. F. Whittemore, "have indicated that they own 100,000 shares of Northeast stock before Dec. 31, 1943, or to request Northeast to exchange such stock for non-voting stock under terms and conditions which will effectively dispose of any issue of control." Whittemore is assistant to the president of the two railroads, and a director of the airline.

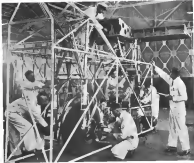
Ball Control Denied—Regardless of this possible step, Northeast's president, S. J. Boland, and vice-president, Robert S. Boland, claimed that no control of the airlines by the railroads now exists. Since Central Vermont Railroad no longer holds stock in the airline, and the Boston & Maine and Maine Central Holdings have been reduced to 100,000 shares—36 percent of Northeast's outstanding stock—the witnesses felt that they had disposed of the issue of control.

Northeast's representatives further said there was no participation by the railroads in operation of the airline, except as stockholders, and since Northeast owe any money to the railroads.

Stock Ownership Probed—Recommen- dations from representatives by Public Counsel Henry Hill and by counsel representing other airlines interested in the New York-Boston route, probed principally into details of stock ownership, disposal of stock of the railroad, and the last stockholders' meeting at which a new issue of stock was authorized, bringing shares outstanding to 2,000,000.

Public Counsel Hill stated at the close of the hearings that, in view of the uncertainty of the airlines' divorce from the railroads, the record should be viewed with that perspective. However, he agreed to further hearings on the matter when the proposed disposal of 100,000 shares by the railroad was completed.

Integrated Transportation—The association also declared "integration of existing agencies and a trend toward monopolistic control of



UNITED'S HYDRAULIC MOCKUP FOR STUDENTS.

Students at United Air Lines' Chicago school for mechanics help get practical instruction from Supervisor Peter Berger (right) on this mockup of a DC-3 hydraulic system. Looking ahead to the time when DC-3s are available, the machine is fitted with a Vickers pressure pump capable of developing the pressure necessary on the larger ship.

Truckers To Oppose Air Encroachment

Association urges legislation to bar overhauling of service.

The trucking industry wants other branches of transportation—specifically the railroads and the airlines—to stay out of its field, and has said so in a strongly worded resolution adopted by the board of directors of the American Trucking Association at its annual meeting.

Pointing out that the association consistently has opposed encroachment of the railroads into motor carrier transportation, and "there is now an increasing prospect of the emergence of another form of freight transportation, namely, by air," the directors decided they should instruct the association's staff "to resist encroachment by any form of transportation upon another and that the association support vigorously any legislation designed to prohibit such encroachment."

Integrated Transportation—The association also declared "integration of existing agencies and a trend toward monopolistic control of

transportation would be of great public harm, as well as harm to the independent trucking industry."

At a policy meeting before the directors' session, when speakers aired their views on an integrated transportation plan, one said it would invite the railroads to eliminate trucking competition by absorbing. Moreover, there was a feeling that as air cargo became increasingly important in the transportation picture, there might be sufficient demand support for some of the airlines to put independent motor carriers out of business.

Pilots Hail Lifting Of Weather Data Ban

Reception of reports in unclouded signals ends operative trials.

Pilots cheered aside weather code sheets with a sigh of relief last week as restrictions on giving weather "in the clear" along the federal airways were relaxed. Civil Aeronautics Administration officials welcomed the change, made with Army sanction, as "a real break."

It means that while they are

limited to two stations at a time, pilots can get a weather report in clear, uncoded language. The necessity for code created complications. Changed daily, code sheets were usually misplaced or the code itself forgot.

Two-Station Limit—Now was the time for two stations at the time expected to impose too much hardship, since there was said to be nothing that would prevent a pilot from checking his two stations, sight off, then calling a few minutes later for two more.

The relaxation did not apply to scheduled weather broadcasts, such as were then in effect, which were by reports were issued at regular intervals by stations in sequence. At the outset of the war, these broadcasts were stopped, since enemy vessels off shore, for example, easily could have picked them up.

May Be Delayed—Doubt was expressed, moreover, that these broadcasts, even if permitted, could go into effect again now, as great as the demands on the army communications system. Later they may be possible, if the CAA is able to carry out its ultra high frequency program and two-way channels are available instead of the one at present.

New Physical Tests For Pilots Urged

CAA medical director asks facilities for further study.

Decriing the fact that no true scientific advance has been made since 1928 in civil aeronautics administration, tests for physical qualifications of pilots, Dr. W. R. Stowell, CAA medical director, made a plea for facilities that would enable the CAA to study and develop new procedures, instruments and apparatus that would better determine the fitness of pilot before flight.

Speaking before the Aero Medical Association in Cincinnati, he said, "we are depending today, as we did in 1928, upon the judgment of ourselves and the CAA examinees all over the country and upon the body of facts in general medical knowledge."

Scientific Data Sought—There is a demand for a more scientific application of this knowledge, he claimed, and advocated a more intelligent approach in selection of "competent" individuals and not excluding individuals who, though in some



LONGEST AIRLINES:

Naval Air Transport Service has adopted the official insignia shown above, and like the older and already well known blazer of the Army's Air Transport Command will soon be seen on transports around the globe.

measure physically handicapped, can compensate for this disability and can fly as readily and safely as a more apparently normal person. He asked for a centralized CAA laboratory in which material developed by various research institutes, laboratories and military forces can be investigated and applied to civil aviation.

At the same meeting, Dr. A. J. Herbolzheimer of the CAA medical department spoke on vision examinations for CAA pilots.

PCA Carries Fourth Of Military Cargo

Line flies 250,000 mt. a month under ATC operations, firm reveals.

Pennsylvania-Central Airlines, which claims the distinction of being the first air contract cargo carrier in the United States and probably in the world, reports that it now carries almost one-fourth of all domestic military cargo.

In announcing a few details of its

Military Transport Division operation under the ATC, PCA declares that it is flying more than 250,000 miles a month, whereas in April, 1945, when the military lines were set up, the figure was \$2,600.

Trains Cargo Pilots—Twenty of its pilots are assigned to the job of getting cargoes through to Army bases west and south of Washington. The planes also are used to train Army pilots who fly as co-pilots and observers in cargo ship flying. Some Marine flyers were trained last fall.

First of PCA's cargo operations—started Apr. 1, 1943—was a single trip from Washington to Midway and Dayton, Nashville, Mobile, Tampa, Savannah, Charlotte, Norfolk, and back to Washington. Since afterward, another flight went this route in the opposite direction. Later, three round trips daily to Miami from Washington were included, and PCA says this will be increased.

Other Schedules—A daily flight is made to New Orleans.

The system operates with four of PCA's own planes and one Army C-7. One plane was lost, and another probably now is in service. In addition to the scheduled cargo route operations, some special runs have been made. One carried 18 crews to Alaska for a month's operation on a route from Edmonton, Canada, through White Horse and Fairbanks to Nome. In another, a PCA plane flew from Maine to Greenland.

Capt. J. A. Brooks, veteran PCA pilot, heads the division, assisted by Capt. C. A. Lupton.

CAA Turns Over Port to Kansas City

Army reported planning to lease field for modification center.

Civil Aeronautics Administration has turned over to Kansas City for civil use a new 852-acre, \$5,000,000 auxiliary airport, the city's third major field, located about 15 miles from the business section.

The project, costing \$2,000,000 from the CAA and the remainder from other sources, was turned over as soon as grading and runway construction were completed. Lighting of the field, according to W. E. Fishery, regional airport manager for the CAA at Kansas City, will be completed in approximately 35 days. There are three runways, two 5,000 ft. and one 4,500.

They have been some reports that the army plans to lease the field for a modification center.

WTS Renting 4,979 Planes from DPC

Aircraft were purchased from private owners last year for training.

CAA-War Training Service has forwarded a check for \$2,250,138 to the Defense Plant Corp., to cover rental of 4,979 airplanes, purchased from private owners and used in the WTS program, according to R. McLennan Stewart, executive director. The DPC program started last February. In addition, the Navy has given WTS 104 planes.

More than 65 percent of CAA WTS pilot trainees who have completed their course in the past four months are qualified for advanced flight instruction the AAF inferred Mr. Stewart.

Of the 1,128 who have been classified 1,048 (93 percent) will have combat air crew training; 4,979 (70.4 percent) have been placed on active duty and assigned to continue training under WTS as Army flight instructors; 1,128 (18.7 percent) will be given AAF ground crew training; 42 (3.6 percent) were discharged.

Meanwhile WTS has set up its first Inter-American Pilot Training Program at Purdue University, Lafayette, Ind.

Safety Door Ruling

CAB regulations revised for effective date of Dec. 1.

Civil Aeronautics Board has revised its safety door regulations, and the airlines are making the required changes to be effective by Dec. 1.

Londoner Pilot—Permitted around there are the requirement that such doors be marked by luminous paint and be so constructed that they will have one-throw operation. Most have had a bottom catch that had to be cleared before the door could be opened.

The new rule (\$1,797 of the civil air regulations) states that emergency exits on passenger-carrying aircraft "shall be clearly marked as such in letters not less than 1/2 in. high with luminous paint, such markings to be located either on or immediately adjacent to the permanent and readily visible to passengers. Location and method of operation of the handles shall be

marked with luminous paint." Hereafter, the marking of these exits has been up to the airlines, and some of them, officials say, have been designated by a small sign and arrow or some other accommodation device.

Flight Recorders in Use—in emergency with another board rule, all passenger aircraft on the commercial lines started this month, using flight recording devices. Located in the tail, these adaptations of the barograph were expected to be of principal value in analysis of accidents. Not only do they show the record of flight altitude, but they also indicate when radio was used, thus showing the investigator how long before a mishap radio contact might have been attempted or established.

United Air Lines was the pioneer in the voluntary installation of this equipment, although other lines have been putting it in from time to time. It has been in use since 1936.

Deadline Set Back—It was ordered as regular equipment some time ago, but because of purchasing difficulties, the deadline was set back from time to time, finally becoming effective at midnight Oct. 31.



30 HOURS OUT OF MIAMI:

The Signal Corps stepped that Douglas over Egypt as it was flying a mission for the Air Transport Command

of the AAF. The previous, built 1935 B-1, are 450 ft. high. Beyond stretches the desert for 1,000 miles.

► Pan American's scheduled flights between Rio de Janeiro and Buenos Aires now stop regularly at Sao Paulo, Brazil's second city.

► Increase in Northwest Airlines' authorized capital stock from \$60,000 to \$200,000 shares has been voted by stockholders. They are expected by J. J. Bolander, president, that earnings for the first eight months of 1943 were \$144,000 before taxes and after reserves of \$65,000. (Source: Kansas State Board of Airlines Corp., Daniel Stute and John F. Fitzgerald were added to the board.)

► Colonial Airlines reports increase in air mail permit rates for September to \$14,640.75, compared with \$13,713.15 in the 1942 month. Passenger miles were 1,620,000, against \$57,114 in September, 1942, and express permit rates were 4,027.64 compared with 3,774.60 in the 1942 month.

► CAB has given permission to American Export Airlines to serve Baltimore, Genoa, Port of Spain, Trinidad, and St. George's through use of commercial airplane lines.

► CAB has ordered part of American's pending application for service between St. Louis and Detroit and Cleveland terminals severed from its present document (R2) and consolidated with American's application for service between St. Louis and Detroit (R26) and United's between Detroit and Cleveland and Omaha, and Toronto and Kansas (1943), allowing it to be let later.

► The board has denied request of Eastern that its Detroit-Memphis application be allowed to extend from Detroit to Corpus Christi and that the Memphis to Corpus Christi section be consolidated with the other proceeding. It also denied PCA's request that its proposed non-stop operation between Detroit and Chicago on AM 32 be heard at the same time.

► Seven airlines using La Guardia Field have threatened to re-examine their entire future service pattern for the area of the city of New York because gasoline and oil concessions at the new Idlewild airport. The proposal to lease half-owning concessions at Idlewild was seen as an obstacle to the companies' use of facilities there. "Revenue from gasoline concessions will give rise to the question," told the Board of Estimate in a letter. "Is not a proper or equitable source of general revenue for the airport operation?" The complaint came from American Airlines, American Export Lines, Colonial Airlines, Eastern Air Lines, Pan American Airways, TWA, and United.

CAB Stand on Western-Inland Deal Is Awaited as Key to Future Policy

Previous merger proposals presented for board approval were surrounded by special circumstances which prevented interpretation as precedents.

By ROGER WILCO

The pending absorption of Inland Air Lines by Western Air Lines may well serve as an event influencing future mergers and consolidations in the air transport industry.

The Civil Aeronautics Board must approve the acquisition of one air carrier by another and will shortly pass on the merits of the Western-Inland deal. That board's decision will be swayed as an indication of official government policy toward other mergers that may be in the making.

► **Approval Not Needed.**—(While TWA purchased an interest in TACA, that transaction does not require board approval as the domestic carrier does not now possess a controlling or majority participation in it, either line. However, should TWA and any of its representatives on TACA's board of directors, CAB approval of this interlocking arrangement would be necessary. It also is possible that the board may be called on to investigate, if it is desired, its future rate case affecting TWA.)

The few air line merger proposals presented before the board in the past years were surrounded with all kinds of special factors. As a result, decisions in these cases do not provide any clear-cut precedents. The CAB has definitely indicated, however, that it views with disapprobation those deals which involve excessive prices being paid for air line properties. For example, the TWA's proposed acquisition of Marquette Airlines failed of approval in October, 1938, because the board disapproved of what it termed an excessive price being paid for the feeder line. Also, the question of foreign ownership of Marquette beleaguered the issue at the time.

► **Adjustment.**—However, shortly thereafter, TWA again applied for

permission to acquire Marquette—the time at a reduction of about one-third of the original purchase price (TWA first agreed to pay \$474,333 but later reduced that amount to \$313,333). With this "adjustment" the board approved the acquisition—but not without a strong dissent from board member Warren.

In the Western application, no mention is made as to the price being paid for 63 percent or 127 1/2 shares of Inland. This information is filed as a confidential exhibit and will presumably be made public if and when the board approves the transaction. Failing of approval, Inland's position will not be prejudiced and that carrier's principals will again be free to enter into effort for the sale of their line. However, should the deal—if it is known, however, that during the past few years many bids have been made for Inland and that the carrier also has considered various additional public financing proposals.

► **Valuation.**—It is possible to speculate somewhat as to the sales price of Inland and contrast this figure with the carrier's book value. It is possible to speculate with all kinds of a very laxness manner at better than \$3 a share. Assuming that \$3 a share was placed on the total capitalization, a "market" valuation of \$602,350 would result.

According to the latest available records, Inland had a book value of about \$330,000. On this basis, the indicated "market" value would be more than twice that of the book valuation. In all fairness, it must be recognized that absence of an active market for the Inland stock, may not be conducive in providing a reliable index for the market valuation.

► **Assets.**—Major tangible assets owned by Inland are one Lockheed

Lodestar and two Beechcrafts. But Inland also owns certificates of public convenience and necessity to operate about 1,300 mi. of air routes. And these certificates are what Western wants. In effect, they are franchises which permit an air carrier to operate over certain prescribed routes and as a consequence possess inherent value. The Inland routes run between Cheyenne, Wyo., and Great Falls, Mont., and from Cheyenne to Hixon, S. D.

The Cheyenne-Great Falls line has proved to be a successful operation. It connects with Western's line at Great Falls (coming from Salt Lake City and continuing to Lehighville, Canada). At the same time, Inland continued down from Cheyenne to Denver, Colo. However, this segment of about 160 mi. was sold to United for \$200,000 in 1937.

► **Possibilities.**—The Cheyenne-Hixon route has a very profitable history but may possess considerable attraction to Western. If it isn't difficult to visualize Western attempting to extend this operation to the Twin Cities and Chicago. Of course, the Denver-Salt Lake City and Cheyenne would have to be straightened around to make this plan a complete success. Fruition of this over-all possibility would make Western a potent transcontinental carrier from the Pacific coast to Chicago and an active competitor to the other lines in the area.

All these possibilities, coming from what at the outset appeared to be a simple acquisition, surely serve to make the many ramifications involved and why the CAB does not always have an easy time in passing upon such matters.

Financial Reports

► **Pine Aircraft Corp.** reported a regular quarterly cash dividend of 15 cents a share, declared on the 66 cents convertible preferred no par stock. This dividend is payable Dec. 1, 1943, as of record date, Nov. 25.

No extra dividends were declared. ► **Messert Company**, hardware producer of hardwood plywood in the United States and a leading fabricator of allied wood products, announced net profit, after taxes, for the third quarter of 1943, at \$154,777, compared with \$142,000 in the same period in 1942. For the quarter ended June 30, 1943, the net profit was \$112,148 and for the nine months ended June 30, 1943, the net profit was \$432,469, compared with \$663,907 in the corresponding period of last year. Net sales in the third quarter

were \$7,426,416, in the second quarter \$7,366,622 and in the third quarter of 1942 net sales amounted to \$5,776,685.

► **General Motors** plants currently are producing war materials at a daily rate in excess of \$10,000,000 a year. Deliveries in the third quarter increased 11.4 percent over the second quarter, from \$53,376,000 to \$59,709,000, and for the first nine months of this year net deliveries amounted to \$2,325,380,753, or 21.3 times volume for the first nine months of 1942.

Net available for third quarter dividends, after \$45,937,000 taxes, was \$44,129,561, compared with \$35,113,912 for the 1942 quarter and \$43,397,262 for the 1941 period. After regular dividends of \$3,294,884, or the 85 preferred, there remained net income of \$47,435,705 or 57 cents a share. The maximum dividend for the third quarter of 1943, net income as common was \$33,424,353, or 77 cents a share.

► **Dividends.**—Not available for dividends, after \$71,474,851, taxes for the third quarter of 1943 was \$12,185, compared with \$10,325,119 for the 1942 and \$151,170,334 for the 1941 period.

After dividends of \$6,663,665 on preferred, net available for common for first nine months of 1943 was \$102,435,394, or \$2 3/4 a share, compared with \$76,071,464 for the first nine months of 1942, equivalent to \$1 7/8 a common share.

General Motors has an average of 15,148 employees on the payroll for the third quarter.

► **Reunited Airways** directors have voted a third quarter dividend of 15 cents a share, payable Nov. 15 to stockholders of record Nov. 12. The million shares of common stock, \$3.90 per share, are extraordinary following Brexitt's August pre-expansion financing program. Announcement of the dividend terms as the new year begins will be made by New York Stock Exchange No. 1 Brexitt's current assets Sept. 30 including cash and government securities totaled \$7,899,295. Other assets of \$1,967,493, including flight and ground equipment and cash, totaling the total is \$9,866,788. Total capital, including preferred stock and surplus, was \$7,301,776.

15th AAF Formed

A new U. S. Fifteenth Army Air Force has been created in the Mediterranean to team up with the veteran Twelfth based in Africa and Sicily.

TELLING THE WORLD

► **United Air Lines** has started a new half-hour massed and domestic radio program, "In Time to Come," broadcast over C.A. Pacific Coast network. Broadcasts at 7:30 P.M. (PMT) start in close with the company's current advertising theme, "Partners in the Progress of the Pacific Coast," the program deals each week with the past, present and future of a representative Pacific Coast industry. Robert Clark Colman, manager of U. S. A. Ayer & Son's Hollywood office, is producer.

► **Consolidating the 1943 schedule of Pan American Airways** advertising campaign is a statement by the Most Recent A. Webb, Advertising at Clark Clark Colman, manager of U. S. A. Ayer & Son's Hollywood office, is producer. The program outlines the essentials of a lasting power. It closes the "Partners of the Future" series. So far as can be seen, the program is the first and most successful advertisement has been issued by a Catholic public. The ad appears in the New Life and the November issue of the New Life and the November issue of the New Life and the November issue of the New Life.

► **Republic Aviation's** current advertising campaign will continue in newspapers through December. Using 16-in. insertions in 43 newspapers in 31 cities, copy text is closely watched content reports. The campaign was prepared by A. T. Hapke, Jr. and J. E. Duffield, Jr., both of Military Communications, in cooperation with the company's advertising agency, Newell-Barnett Co.

WANTED

A MANUFACTURER WITH THE VISION TO START TODAY TO PLAN FOR TOMORROW.

What will you manufacture? What is a good product? How will it be sold? How will you get it? How will you make your profit? Answer these questions and you will have your light. Answer them and you will have your light.

I want to talk with a manufacturer who can produce a product which has high unit volume potential. I want a man who will make the best product in the world. I want a man who will make the best product in the world. I want a man who will make the best product in the world. I want a man who will make the best product in the world.

To this machine I will offer an excellent product. I will offer a product which will make the best product in the world. I will offer a product which will make the best product in the world. I will offer a product which will make the best product in the world.

Box 128 AVIATION NEWS

Insuring Aviation's Future

THE DRAB ROUTINE of a House Appropriation Subcommittee hearing was broken one day last month when fourteen members of the House (including the unique Mrs. Loefer) entered the room as a united front to appeal for an additional appropriation item.

Such scenes are rare on Capitol Hill. The significance to aviation is that these fourteen members came to plead for only 24 airports scattered around 17 states.

The bill under discussion was the first deficiency bill for 1944, involving astronomical figures. Yet—and this is important to aviation, too—these fourteen campaigning members had gone to all this trouble to ask for only \$8,758,006.

They were pleading for completion of grading, drainage and landing strips, using non-strategic materials, at these airports where termination of WPA had stopped all work. Bureau of the Budget had refused under a technicality to approve of the final construction jobs. In most cases local communities had floated bonds to carry a share of the cost.

The spokesmen were deeply interested in these airports and realized the importance of aviation to their districts. Furthermore, their fees were unquestionable and carefully organized. Committee members present were obviously impressed.

Congressional interest in aviation has never been greater than it is today, yet a glance through the Congressional Record almost any day reflects an unbelievable ignorance of facts which everyone in aviation knows so well he takes them for granted.

The accident before the appropriations subcommittee illustrates the potency of interested law makers armed with facts and figures. Capitol Hill should have access to more facts about aviation.

The reorganized Aeronautical Chamber of Commerce and the Air Transport Association could perform no greater service to their industries and the flying public now than to provide adequate research and fact-finding facilities to all who need them.

Continuation of the long-established "hard-core" policy by both of these associations, in the misguided belief, that to furnish the facts to Congress is "lobbying," can lead to disastrous results which could develop too quickly to be stopped by impromptu organization at the last minute.

As it stands now, other interests are free to make whatever claims about aviation they fancy, and they are making the most of the opportunity.

More Manpower Bungling

THE AIRCRAFT INDUSTRY'S desperate need for men has been made well known in recent months with almost daily amplification of the problem in the press. The resulting publicity probably con-

tributed in an important degree to the government's decision to defer present workers.

Meanwhile, the National Advisory Committee for Aeronautics, which is the country's largest aeronautical research organization, working 100 percent on vital warplane projects requested by the Army and Navy, has been suffering crippling manpower shortages with inadequate consideration from federal authorities.

NACA is operating today at about 30 percent of its present work load, partly because of standards still, and is somehow expected to keep ahead of the enemy in aviation designing and testing in the fastest moving war in history.

State selective service authorities have persisted in approving the drafting of NACA's expert personnel, without understanding the urgency of their work. The Army has promised to discharge other men already in uniform who can fill the vacancies, but action to date has been pretty close to nil.

It's high time that the proper government officials do something about it.

An Exceptional Training Job

A RECENT ANNOUNCEMENT of the transfer of Capt. R. H. Miller from Washington to London turns the spotlight of publicity briefly on the training literature section of the Bureau of Aeronautics Training Division and the notable job it has done for aviation education and the war effort.

Since early 1942, when Capt. Miller organized it, to the succession of Commander W. R. Hollingsworth to the helm last week, the section's work has attracted national attention.

One reason for the high quality of output was the careful selection of its officers. All of the present writers of texts were well known staff members of magazines, newspapers, advertising agencies and radio networks. Photographers, artists and cartoonists were tops in their fields, too, as were the men who now handle production and distribution of publications, posters, photos and films.

Most avidly read are the survival and "aerac" pamphlets on how to get ahead in the arctic, jungles, or on a raft, or how not to fly or man the guns. These are as unlike the traditional, stodgy textbook as the current New Yorker.

More serious publications—some are used at Annapolis—are on aerology, navigation, recognition, air combat trends, overhaul and maintenance. The section's training films and photographs are in use all over the world. The literature is kept up to date by officers who go to the fighting fronts to gather material for revisions or new pamphlets.

It is probably no exaggeration to say that the unusual success of the section's textbooks, pamphlets and films will have some effect on every future educational course in the country.

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Advanced Navy students are mastering the art of blind flying in the wartime edition of the Howard DGA—the NH-1. Army cadets are given their first taste of combat tactics in the PT-23.

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